

Approved For Release 2000/08/28 : CIA-RDP66B00597R000100110034-6

DATE 1716Z 08 JAN 65

TOP SECRET

TO : DIRECTOR

FROM : [REDACTED] 25X1A

ACTION:

INFO :

TOR: 2210Z 08 JAN 65

IN 66141

25X1A

OPS 1-10/4

7048

A. C015C

B. AT APPROXIMATELY 3340N 10230E AND 3340N 10140E, PILOT
SAW CLUSTERS OF WHAT APPEARED TO BE VERY BRIGHT FACTORY LIGHTS.

C. ROUTE SUMMARY:

ON	1124Z	1	
ON	1139Z	1	
OFF	1257Z	1	R 14
OFF	1401Z	1	R 24
ON	1413Z	1	R 41
ON	1424Z	1	LIGHT HAZE L 10
ON	1427Z	1	LIGHT HAZE
ON	1435Z	1	LIGHT HAZE R 13
ON	1444Z	1	LIGHT HAZE R 12
ON	1733Z	2	UNK

D. DRIVER REPORTED FLEW D/R TIME OUT BEFORE TURNING AT PT B,
WHICH WE ESTIMATED TOOK HIM APPROXIMATELY 32 NM BEYOND PT B

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GROUP 1
EXCLUDED FROM AUTOM-
ATIC DOWNGRADING
AND DECLASSIFICATION

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25X1D

25X1A

7048 (IN 66141)

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DUE TO LIGHTER THAN FCST WINDS. FROM THIS POINT HE USED
D/R WHICH IS BELIEVED TO HAVE KEPT HIM RIGHT OF COURSE AND EXTENDED
LEG PT B TO PT D. HE IDENTIFIED POSITION AT 3712 10407,
TURNED LEFT, AND RECOGNIZED LAN-CHOU. HE OVERSHOT FLIGHT
LINE AND TURNED BACK TO INTERCEPT TRACK IN TIME TO CROSS
DIRECTLY OVER TGT ON COURSE. PTS E AND F WERE BOTH BELIEVED
TO HAVE BEEN OVERSHOT CAUSING MSN ACFT TO BE RIGHT OF COURSE
FOR REMAINDER OF ROUTE. THE ABOVE IS CONSIDERED ROUGH ESTIMATE
OF ROUTE FLOWN WITH EXCEPTION OF SHORT LEG OVER PRIMARY TGT
WHICH DRIVER BELIEVES TO BE ACCURATE.

END OF MESSAGE

TOP SECRET